



# Wisconsin Airport Maintenance Programs



## Seal Coat and Crack Sealing Program

The Bureau's slurry seal coat program is intended to preserve the life of expensive asphalt pavements. Airport pavements generally don't deteriorate due to traffic and loadings, but are more prone to the effects of aging and oxidation. The slurry seal coat is intended to seal the asphalt oils remaining in the pavement, which prevents further drying and cracking, and adds a few years of life.

The seal coat also removes surface imperfections, provides good surface friction characteristics, accelerates snow and ice melt due to its dark black color, and provides excellent recognition from the air after new, white runway marking is applied to the dark seal coat.



Eligible projects are grouped into one statewide project to obtain better bid prices and reduce administrative costs. The cost sharing for a seal coat project is 80% / 20% state/sponsor share. Crack sealing is limited to the pavement that is being seal coated and will be limited to 10% of the cost of the seal coat.

## Seal Coat and Crack Sealing Program (con't)

To be included in the program, the airport sponsor must submit a petition for aid to the Bureau. The sponsor must also provide justification for the requested work and provide a copy of the airport pavement maintenance plan. The plan will include provisions for the following:

- An inventory of pavements.
- An inspection schedule.
- A repair schedule to assure certain levels of pavement maintenance.
- A budget to implement the repair schedule.

The Bureau will visit the airport to view the pavement, indicate condition of the pavement and cracks, take photos and prepare a preliminary cost estimate for the airport owner. The Bureau may then approve the request and program the work based on priorities.



## Runway Marking Program for Pavement and Turf

Since 1986, the Bureau of Aeronautics has administered the runway marking program. The program objective is to increase safety at general aviation airports by providing correct and/or conspicuous runway marking. Over the years, many airports have taken advantage of this 100% state-funded program. The program provides Federal Aviation Administration (FAA) standard runway markings for eligible airports. In 2001, the Bureau added turf runways to the marking program.

The Bureau determines eligible airports for the program as follows:

- Review airport inspection data for runways listed as having poor or fair runway marking and turf runways with inadequate or improper delineation.
- Search for newly established instrument approach procedures where the runway is not correctly marked.



Hartford Municipal Airport

In order to be eligible for the runway marking program, the airport must meet the following selection criteria:

- Airport must be a “public-use” general aviation airport (per Wis. Stats. 114.002.)
- Approaches to runways to be marked must be cleared of obstructions in accordance with FAA standards.
- Have markings considered to be in fair or poor condition.
- Have turf runways with inadequate or improper delineation.
- Airport is not scheduled for improvements with state or federal aid that includes runway marking within the next two years.

*The Bureau of Aeronautics is helping smaller general aviation airports to maintain their runways, taxiways and aprons. Crack filling and seal coating is important to assure that the maximum life is stretched out of airport pavements. With state financial and technical aid, the time between expensive reconstruction is expanded.*

*For more information on these programs, contact the Bureau of Aeronautics.*



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